

PARK CIRCLE INTERSECTION IMPROVEMENTS

OPTION COMPARATION MATRIX

OPTIONS	NO-BUILD	OPTION 1	OPTION 2
<u>TRAFFIC OPERATIONS</u>			
ADDS MISSING LEFT TURNS ON DRUID PARK DRIVE		*	*
DECREASES AVERAGE DELAY PER VEHICLE (How long the vehicle waits for the green signal)		*	
<u>PEDESTRIAN SAFETY</u>			
MEETS CURRENT ADA STANDARDS FOR ACCEESS		*	*
INSTALLES ADA RAMPS		*	*
ADDS PEDESTRIAN COUNT-DOWN SIGNALS		*	*
OVERALL SIMPLIFIES WALKING PATH FOR PEDESTRIANS IN ROADWAY		*	
INCREASES REFUGE AREA BETWEEN REISTERSTOWN ROAD AND PARK HEIGHTS AVENUE		*	
ELIMINATES CROSSING SOUTHBOUND PARK HEIGHTS AVENUE AT PARK CIRCLE		*	
IMPROVES PEDESTRAIN CROSSING AND ACCESS AT HILLDALE AVENUE		*	
PROVIDES CLEAR DIRECTION TO APPROPRIATELY CROSS THE INTERSECTION		*	*
<u>TRANSIT</u>			
RETAINS EXISTING BUS STOP LOCATIONS			*
<u>BEAUTIFICATION/ AESTHETICS</u>			
PROVIDES SIGNIFICANT OPPORTUNITIES FOR LANDSCAPING ON PARK HEIGHTS AVENUE FROM PARK CIRCLE TO HILLDALE AVENUE		*	
<u>STORMWATER MANAGEMENT</u>			
REDUCES PAVEMENT IN INTERSECTION AND ADDS GREEN SPACE		*	